

Amendments to the Specification:

Please replace the paragraph beginning at page 6, line 28, with the following rewritten paragraph:

[0031] Each riser next includes an attachment or holding mechanism 60 for attaching the front wheel FW of a bicycle to the saddle and holding it in place while the pickup is driven from one location to another. The mechanism 60 includes a screw 62 which extends between the risers, at the upper end of the risers (see Fig. 8). One end of screw 62 threads into an opening 64 in one of the risers. The other end of the screw extends through an opening 66 in the other riser and is attached to a handle 68. To mount a bicycle on the carrier, the screw 62 is first withdrawn from the opening between the risers. The front wheel (FW) of the bicycle is then positioned between the risers. The screw is then inserted through opening 66, across the space between the risers in front of the rim on which the wheel is mounted, and then threaded through the opening 64 in the other riser. The screw 62 then keeps the bicycle wheel in place, while the risers 42 are adjustable to confine the wheel between them. The cushioning pads 44 keep the wheel and the front fender of the bicycle from being damaged. Other types of attachment mechanisms can be used in place of the mechanism 60 without departing from the scope of the invention.

Please replace the paragraph beginning at page 8, line 5, with the following rewritten paragraph:

[0035] A pair of adjustable stops 104A, 104B are mounted on the opposite ends of base plate section 102A. Each stop is fitted to the base plate section as shown in Figs. 14A and 14B. In Fig. 14A, track 105b is shown to have an inverted T shape when viewed in cross-section. Stop 104A has a post 107 having a shank 107a and

an enlarged head 107b. Shank 107a extends through the body of stop 104A and its upper end attaches to a lever mechanism 108 for locking the stop in place. When the lever is engaged, head 107b of the post is drawn upwardly against the underside of the shoulder formed where track 105b changes size (i.e., engaging the underside of the lip as shown in Fig. 14A). This locks the stop in place until the lever is released.

Please replace the paragraph beginning at page 8, line 20, with the following rewritten paragraph:

[0037] Referring to Figs. 10 and 11, stop 104A is positioned so its pad 106 bears against sidewall W1 of the truck. The stop has a pair of posts 107 with associated locking levers 108 to lock the stop in place with pad 106 abutting sidewall W1. On the other stop 104B, pad 106 is attached to the outer end of a spring loaded rod 110 which extends longitudinally of the stop. A lever 112 similar to locking lever 108 is connected to the inner end of rod 110 to move the bumper pad against sidewall W2 of truck T. This allows stop 104B to be spaced away from the sidewall as shown in Fig. 10, with pad 106 being moved against the sidewall by moving lever 112. When this is done, base plate 102 is locked in place until lever 112 is released.

Please replace the paragraph beginning at page 9, line 10, with the following rewritten paragraph:

[0039] As shown in Fig. 12, a riser 142 is a curved riser whose curvature generally corresponds to that of a bicycle wheel held by the saddle. Each riser has a plurality of cushioning pads 144 on their inside faces so to cushion and protect the article (bicycle wheel) supported by the saddle. Although not shown in the drawings, other riser construction could include a rectangular or round post on

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which cushioning pads are mounted to protect an article supported by the saddle. Such risers are interchangeable with the risers 142 so cargo carrier 100 can be used to safely transport a wide variety of articles.